

# Connections

March 2011

## More Missourians Stayin' Alive Thanks to Partnering Efforts

### Missouri Meets 2012 Goal Two Years Early

by Melissa Black

Stayin' Alive by the BeeGees may have been popular in the '70s, but it's the prevailing theme these days as more travelers arrived alive on Missouri roads in 2010, the fifth year in a row with a reduction in roadway fatalities. Currently, the number of fatalities stands at 818 for 2010 – which means 438 lives were saved last year alone. Missouri has met its goal of 850 or fewer roadway fatalities by the end of 2012 – two years early!

"These numbers show we're saving lives on Missouri highways, and that's a great thing," said MoDOT Director Kevin Keith. "That means more people we know and love are making it home safely."



Not since 1949 has Missouri seen so few people killed in highway crashes. Overall since 2005, due to the combined efforts of highway safety advocates in the Missouri Coalition for Roadway Safety, 1,540 lives have been saved on Missouri roadways,

a decrease of 35 percent. The coalition credits a combination of law enforcement, educational efforts, emergency medical services, engineering enhancements and public policy as the successful formula for saving lives.

For MoDOT's part, employees have been busy saving lives by making important engineering improvements to our roads. As a result of engineering improvements, including rumble stripes and improved roadway visibility (bigger, brighter and better signs, 6-inch wide stripes, delineation and better lighting), lane departure fatalities have declined by 45 percent.

Like a safety net, median guard cable is lining more Missouri highways and making them much safer. The steel wire ropes are credited with saving approximately 45 lives per year in Missouri. MoDOT has installed more than 640 miles of guard cable throughout the state since 2001, saving at least 221 lives and counting. Fatalities have decreased from about 50 a year to less than 10 on our interstates.

"These engineering improvements along with education and enforcement have helped drive fatalities down," Keith says. "Our hope is that we can continue to find new ways through engineering, educa-



tion, enforcement and partnering efforts to reduce fatalities even further."

Future measures aimed at decreasing fatalities and serious injuries include focusing on topics like intersection improvements, run-off road crashes, distracted driving, impaired driving, and new efforts to increase seat belt usage.

In 2007, Missouri recorded fewer than 1,000 fatalities for the first time in more than 15 years. This allowed the coalition to meet an ambitious goal one year early. In October 2008, the coalition announced a new goal for traffic fatality reductions at 850 or less by 2012.

For more information, visit [www.saveMO-lives.com](http://www.saveMO-lives.com). Buckle Up to Arrive Alive.

## Together Everyone Accomplishes Much

by Kristi Jamison

Toss the paper fuel records in the air and throw the clip boards into storage. MoDOT's new automated fuel system has been installed statewide in true MoDOT fashion -- a team of dedicated individuals delivering the project nearly six months early and under budget.

"This new technology replaces the antiquated pencil and paper reporting system used for decades, which was very labor intensive and prone to human errors," said District 2 Engineer Dan Niec. "The new system will significantly improve our accuracy in tracking one of the largest inventory items we maintain, while providing enhanced inventory controls. The fact that this entire implementation process was completed six months ahead of schedule and under budget shows the level of commitment by the team to get this system up and running across the state."

Teamwork was key to the project's success. The system's implementation would not have happened without about 60 individuals from several Central Office divisions and every district working on various project teams and the willingness of users to work cohesively with them.

"The implementation of the system would not have gone as smoothly as it did without everyone's cooperation, patience and

*continued on page 16*



Missouri Coalition for Roadway Safety members and supporters gathered on Jan. 25 at the University of Missouri Hearnes Center in Columbia to celebrate the lives saved due to annual traffic fatalities dropping to their lowest point since 1949.

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# Quite Frankly

*Editor's Note: Quite Frankly is a feature in Connections where Director Kevin Keith will periodically update you on major issues affecting MoDOT.*

In my previous column to you, I filled you in about the challenge I issued to MoDOT senior leadership to think about how we can get smaller while delivering the same (or better) level of service to taxpayers as we do now. We are taking the next step in this process.

District engineers and division heads are working in teams focused on three specific areas of the department -- Maintenance and Traffic; Program Delivery; and System Facilitation and Organizational Support. The work of these teams will come together into one strategic business plan submitted to me by May 1, 2011. I will then share the results with the Missouri Highways and Transportation Commission.

The plan will detail ways for MoDOT to get smaller, including reducing our total number of employees through resignations, retirements and releasing poor performers. We will reduce the size of our workforce by at least 10 percent or approximately 630 fewer



employees from where we were prior to adopting the five-year direction in 2010.

We are focused on making MoDOT the "right size" to meet future challenges regardless of our funding level. Leadership will work with management teams and other employees at the district and divisional levels to develop the plan. Implementation will begin immediately where possible once the plan is approved. It will be entirely implemented within five years.

Every area of MoDOT will get smaller! This is what we have to do and is the right thing to do to ensure we deliver the best possible transportation system given the reality we face.

Kevin

## Graduate Fellowship

MoDOT Director Kevin Keith presented a \$10,000 check for a fellowship to Missouri State University graduate student James Berglund on Feb. 16.

The MoDOT Diverging Diamond Graduate Fellowship was created due to a \$10,000 award the department received from the American Association of State Highway and Transportation Officials, AAA and the U.S. Chamber of Commerce for the diverging diamond inter-

change in Springfield. MoDOT used the award to create the one-time graduate fellowship.

Berglund is studying geospatial sciences and environmental geology at MSU.

MoDOT also received another \$10,000 for the diverging diamond project in St. Louis, and the award was donated to Operation Food Search, a local food bank.



(left to right) Missouri Highways and Transportation Commissioner Lloyd J. Carmichael, Director Kevin Keith, graduate student James Berglund and Missouri State University President James E. Cofer

## Never Say Never

by Reeve White

Never say Never. It's not just a Justin Bieber movie and hit single. It's also the tagline of a new Missouri teen seat belt campaign. The Bieber movie and song play out the teen idol's rise from

Unfortunately, teens have the highest crash risk and lowest seat belt use of any age group. That combination is deadly, yet far too many teens still think they are invincible.



a tough childhood to a music superstar. The idea behind it is that anything can happen.

It's the same situation when teens get in the car. Anything can happen, never say never. They are hitting the road with increased frequency, heading to school, sporting events, extracurricular activities, part-time jobs and other events that fill their social calendars.

Because of this feeling of invincibility, teen seat belt use in Missouri is only 66 percent, much lower than state (76 percent) and national (85 percent) seat belt use.

"We all know teens who continue to take the 'it will never happen to me' attitude, putting themselves at great risk by not buckling up," said Leanna Depue, director of Highway Safety.

"But the truth is, fatal crashes can and do happen to teens every day."

A new teen seat belt campaign takes aim at this 'it will never happen to me' attitude. The campaign uses photos of crashed vehicles with phrases like "I'll never wreck my car" and "I'll never get hurt." Then the campaign drives home the message "Never Say Never. Buckle Up."

The campaign is just one of the new strategies for increasing seat belt use in Missouri. Law enforcement will also mobilize in March to enforce the seat belt law. Under the Graduated Driver License Law, teens are required to wear their seat belt and it's a primary offense, meaning they can be pulled over solely for not wearing their seat belt.

Other strategies for increasing teen seat belt use include working with schools to revoke high school parking permits for students who don't buckle up and rewarding students who do.

A teen seat belt observational survey conducted in April will determine if the new strategies have increased Missouri's teen seat belt use.

## Keeping the Record Straight

MoDOT is working on some spring cleaning. For many years, MoDOT has kept records supporting its business decisions and transactions. Many of these records are retained in Central Office Archives, while many are also retained in the District offices.

In order to help employees know what records can be eliminated, a new retention schedule was implemented statewide on Jan. 1.

The biggest change is that retention is now by record category rather than individual documents. As an example, employee personnel files contain an employee's application, resume, change of address records, etc. The new retention schedule doesn't list all of these documents, but instead has a listing for Personnel File and how long to retain all of the documents in the file.

MoDOT Archives now require documents to be identified by the retention schedule series when sent for storage. They will no longer accept documents or files that are not aligned with a record series.

Find the new retention schedule as a Quick Link on the homepage of the Intranet, under MoDOT Retention Schedule. For questions, contact your district or division records manager.



# Missouri Schools Cash In On Buckling Up

## Winners of the 2010 Battle of the Belt Challenge Announced

by Reeve White

One hundred and thirty-six schools took the Battle of the Belt challenge to buckle up and made it click with students.

Participating schools launched two surprise seat belt checks at each school to measure student seat belt use before and after an educational campaign. In addition, schools had the opportunity to submit a 30-second video spot to encourage their peers to buckle up.

Two winners were selected in each of the 10 regions for highest overall seat belt use and most improved seat belt use. Winning schools received \$350 cash donated by American Family Insurance to be used for future seat belt educational programs at the schools.

Thirty-four schools received state-wide recognition for seat belt use. Six schools reached gold level (99-100 percent), eleven schools reached silver level (95-98 percent), and seventeen reached bronze level (91-94 percent). Winning schools will receive banners to display at the schools donated by the Missouri College of Emergency Physicians.

In addition to the seat belt challenge, 22 schools submitted a 30-second video spot to encourage their peers to buckle up. The winning video was submitted by McAuley High School and showed the consequences of not wearing a seat belt with the slogan "No Seat Belts. No Life. No Do-overs." They will receive \$1,000 to be used for future seat belt educational programs at the school. Their video will also be used to advertise the Battle of the Belt program in fall 2011.

Traffic crashes are the leading cause of death for people 15-20 years old. Results of a 2010 survey among Missouri teens indicate 34 percent of teens are not wearing their seat belt putting them at greater risk to get killed or injured in traffic crashes. Seven out of 10 teens killed in Missouri traffic crashes are unbuckled.

Battle of the Belt was developed to reduce the number of motor-vehicle-related injuries and fatalities among Missouri high school students by increasing their seat belt use. Schools compete to increase safety belt use among students, thereby saving lives.

Learn more at [www.saveMOlives.com](http://www.saveMOlives.com).

# Employees to Help Clean Up Missouri During No MOre Trash! Bash

by Melissa Black

Many employees are breathing a sigh of relief that the winter season is finally coming to an end, but as the snow melts away another eyesore is appearing - the litter that was hiding under all the picturesque snow. That's why it's a good thing April is the annual No MOre Trash! Bash so we can all get outside and clean up Missouri!

"This is our big kick-off each year to get our state looking better for the nicer weather," says Stacy Armstrong, roadside management supervisor and state Adopt-A-Highway coordinator. "Through efforts like this we can reduce litter and increase awareness."

Each year the activities grow. Many educational efforts took place in schools, at rest areas, at community events, during Earth Day celebrations, on radio talk shows, news conferences, television promotions and more. Can we do more this year? Make your plans now!

This year, each district is encouraged to start the Bash by hosting a cleanup/kick-off event and to invite all local media to garner as much awareness and attention for our litter-prevention



Dallas Co. Soil & Water and Buffalo High School FCCLA picked up litter during the 2010 Bash.

# Disease Management

by Michelle Schlup

The MoDOT/MSHP Medical & Life Insurance Plan announces Coventry Health Care as the new Disease Management vendor for our non-Medicare plan participants effective March 1. Coventry Health Care will replace the current programs provided through Alere.

This program is included in all non-Medicare participants' medical coverage. Participation is free, confidential, and totally voluntary. Coventry Health Care provides support, assistance and advice from experienced Health Coaches who are available 9 a.m. to 7 p.m. Central Standard Time, Monday through Friday, through a toll-free number.

Coventry Health Care offers Disease Management Programs for Asthma, Chronic Obstructive Pulmonary Disease, Coronary Artery Disease, Congestive Heart Failure, Crohn's Disease, Diabetes, Low Back Pain, and Multiple Sclerosis. Coventry Health Care offers Case Management for Hemophilia, HIV/AIDS, Oncology and Musculoskeletal/Pain programs.

Plan participants currently enrolled in Alere's Disease Management should have received a letter from Coventry Health Care noting the change. Coventry will send Welcome Kits in April 2011, followed by outreach calls from the Coventry Health Coaches and Case Managers.

Health Coaches contact participants newly diagnosed with the targeted conditions or who are new to the health plan with a targeted condition to ensure they are receiving the care and services they need. The Health Coaches also provide outreach to participants who are missing recommended services for their condition. All outreach efforts are focused on educating participants about the disease process, the services recommended for the condition, and the promotion of self-management skills.

Coventry's Disease Management Program is designed to meet our participant's needs and assist with their care; and the transition in vendors will be as seamless as possible.

The Bash is an annual event sponsored by the Missouri departments of Conservation and Transportation. During the entire month of April, efforts are aimed at getting people to clean up litter all across Missouri from roadsides, to parks, to rivers and streams.

"It's not just about picking up litter, but also about hosting events to teach how to prevent litter from happening in the first place," Armstrong says.

Last year more than 128,000 bags of trash and many more truckloads of debris were collected by more than 12,000 volunteers during April. Volunteers included MoDOT and MDC employees, AAH volunteers, Stream Team members, as well as many members of the public.

efforts as possible. Other ideas include scheduling educational visits with schools, community groups or other interested parties, and setting up educational displays at events in your area.

Anyone can report their activity at [nomoretrash.org](http://nomoretrash.org) and get a free lapel pin for their efforts. All submitted activity reports from the Bash also will be entered into a drawing for one of 10 No MOre Trash! Prize Packs.

"Besides the recognition, we all get a little exercise, some fresh air, and a cleaner place to work, live and play," Armstrong says.

Working together, means a cleaner Missouri. For more information, visit [nomoretrash.org](http://nomoretrash.org).

## Take the Litter Pledge

I promise to do my part to make and keep Missouri litter free. I promise to keep my house, my yard and my town clean and free of trash. I will throw my trash away and pick up trash when I see it. I will tell my family and friends about No MOre Trash!



Take that Old Man Winter!

by Jorma Duran

The snowiest start to a February in Missouri history brought numerous challenges, yet was ultimately no match for MoDOT’s snow-fighting and communication teams. Despite the first-ever closure of I-70 between Kansas City and St. Louis, I-44 shut down from Springfield to the Oklahoma state line and many places in Missouri receiving snow totaling not in inches, but *feet* through Feb. 2, more than 90 percent of Missouri roads were only partly covered or listed as mostly clear within two days. Also, millions of Missourians had instant information about road conditions and continuous updates on snow-fighting efforts.

The biggest reason MoDOT was able to keep Missouri moving and safe is due to your hard work. Thousands of MoDOT employees worked more than 40,000 hours of overtime, spreading more than 20,000 tons of salt and material with more than 1,600 pieces of snow-fighting equipment. They cleared more than 33,000 miles of road. That’s impressive.

“These folks worked tirelessly around the clock away from the comfort and safety of their homes and loved ones to ensure the safety of Missouri travelers,” said Director Kevin Keith.

More than half a million people used MoDOT’s Traveler Information Map for road information. Thankfully, a great majority of people took our request to stay off roads while the storm was upon us.

“Missourians helped our snow fighting operation by staying off the roads,” said Don Hillis, MoDOT director of System Management. “Not only did it allow snow plow operators easier access to clear roads, but it also meant they were safely home and not driving through dangerous conditions.”

Employees worked behind the scenes as well. Many stayed on the phones or monitored road conditions across the state in Emergency Operation Centers staffed all hours of the day. MoDOT’s customer service representatives worked around the clock to provide road condition information and dispatch crews to trouble spots. This helped give the public answers and our snow operators better information on how to best manage the storm.

MoDOT’s communications team continuously send information to local, state and national media, leading to more than 500 news reports in a 72-hour period. Up-to-date information gave the public knowledge about major decisions almost instantly, such as when the decision to shut down I-70 from Kansas City to St. Louis was made.

MoDOT’s use of social media also kept an important conversation going about road conditions and updates. Social media’s reach expanded with more than 3,500 new Facebook fans and 500 new Twitter followers. Customers used these channels to express appreciation for MoDOT employees during the storm.

Customer Comments

- Joyce Lighari**  
I am impressed! you folks are really doing a great job. I have to travel through your fair state tomorrow and was worried. But looking at what you’ve done so far, I think I’ll be just fine! Kudos to you!

**Kathy Moneymaker Hess**  
Thank you for all you do for us. Fortunately my family doesn’t HAVE to be out on the roads, so we are staying home. Thanks for taking care of MO!

**Danny Washam**  
Thanks modot for all the hard work to get things moving again

**Irene Vaca**  
Im from Southern California, and was scared to death by all the stories told about driving in these road conditions. I must say I feel comfortable driving to work 2mro. Thank you for making the roads as safe as you can for drivers. God Bless you all.

**Angel Mathes**  
Amazing job on the roads last night and today! Thanks for all the effort!

**Tomas Capolongo**  
great job MODOT, travelled US71 from KC to Harrisonville and back today,

- and the road was pretty much completely cleared.
- Barb Trott**  
Thank you for all the hard, cold work you do. It is much appreciated! MoDot just doesn’t get enough appreciation some days but we really know you are there in times like this! I appreciate your 800 number with the recordings on it too. I use it a lot traveling across the State.
- Julie Lawson**  
Last night we witnessed, MO-Dot in action on our Exit Ramp #175 Eight plows lined up in a chain, removing snow. I wanted to take a Pic it was a neat thing to see. Thanks for all the hard work for us to wake up to a better Highway....
- Beth Rolufs**  
You all are guardian angels in really big trucks. Thank you!!
- Ninshuber M. L. E. Longworth**  
@MoDOT - In this hard weather, your people are doing a beautiful job! My husband got home safe from Chesterfield to Overland. THANK YOU!
- Shawn Daugherty**  
Checking the digital map...for such a scary storm, @MoDOT is keeping those roads clean! Way to go guys!

To TEAM MoDOT

On behalf of the entire Commission, I wish to thank each and everyone in the Missouri Department of Transportation for the exemplary performance during one of the most powerful snow storms our state has ever experienced. The superb planning, the crisp execution, and the extraordinary results speak for themselves.

The Commission is extremely proud of what you have done. You have made a tremendous difference in the well being of our citizens and without a doubt saved many lives in the process.

Again, on behalf of the Commission, I thank you for a job exceedingly well done.

*Rudolph E. Farber*  
Chairman  
Missouri Highways and Transportation Commission

March Service Anniversaries

<b>40 Years</b>		
Marquis C. Baxter	D7	
<b>35 Years</b>		
Patricia M. Wilson	D5	
<b>25 Years</b>		
Kathy M. Brown	D1	
Randy W. Waldron	D6	
Matthew J. Budd	D6	
Richard W. Crews	D8	
Bruce A. Woods	D9	
<b>20 Years</b>		
James D. Kier	D1	
Damon L. LaFaver	D2	
Gary R. Winkler	D2	
Chad O. Brown	D3	
Donald G. Gillispie	D5	
Dwayne P. Dille	D5	
John O. McDowell	D10	
Randy E. Swanigan	CO	
Stephen J. Bushko	CO	
Donna M. Madison	CO	
<b>15 Years</b>		
Darrin G. Embree	D2	
Jeffrey B. Roberts	D6	
Belinda S. Niswonger	D6	
Chad A. Burton	D7	
Marilyn M. Gabriel	D7	
Brian A. Todd	D8	
William K. Brawley	D9	
Tyson R. Rutledge	D9	
Douglas Clark	D10	
Christopher G. Goeller	CO	
Treasa A. Porter	CO	

<b>10 Years</b>		
Marisa M. Christy-Kerns	D2	
Micah E. Lauer	D3	
Allan S. Zafft	D4	
Chad W. Foley	D4	
Eric B. Nold	D4	
Glenn E. Flores	D5	
Glen M. Lutz	D5	
John W. Tyler	D6	
Stephanie A. Lemon	D6	
Gary P. Warren	D6	
Jonathan M. Barnes	D6	
Kristy L. Yates	D6	
Lloyd D. Coffey	D8	
Teresa L. Huntzicker	D8	
Travis D. Thiemann	D8	
William W. Scharnhorst	D8	
Randall W. Ipock	D9	
Gabriel L. Schubert	CO	
Shaheed Almudhafar	CO	
Darla M. Gjesvold	CO	
Daniel O. Eastwood	CO	
Linda G. Wyss	CO	
Lisa M. Gillmore	CO	
<b>5 Years</b>		
Colby B. Devaul	D1	
Jason R. Willis	D1	
Todd A. Crawford	D1	
Billy J. Collins	D1	
Kelly C. Whitley	D2	
Von B. Snow	D3	
Tyler W. Friedli	D3	
William G. Wheatley	D4	
Larry L. Welsh	D4	
Robert R. Davis	D4	
Angela S. Hoecker	D5	

Daniel L. Sitorius	D6	
Keith A. Duval	D7	
Brian A. Miley	D8	
Terry R. Collins	D8	
George D. Alston	D9	
Dave M. McGinnis	D9	
Randy J. Baker	D9	
David E. Camenisch	D9	
Kevin E. Johns	D10	
Todd W. Siler	D10	
Amanda E. Raithe	CO	
Nathan D. Muenks	CO	
Teresa S. Opbroek	CO	
Kristine A. Jamison	CO	

In Memoriam

<b>Active</b>			
Michael E. Walk	CO	Jan. 24	
<b>Retirees</b>			
George W. West	D4	Dec. 4, 2010	
Fred Kanaan	D5	Jan. 1	
P. Maxine Visintainer	D8	Jan. 2	
Franklin "Frank" J. Box	D10	Jan. 6	
Marvin L. Odem	D3	Jan. 17	
Patrick H. Wilson	D6	Jan. 17	
Charles D. Backfisch	D8	Jan. 18	
William "Bill" J. Wilson	D1	Jan. 18	
Gary T. Taylor	D1	Jan. 19	
Joseph "Carl" C. Sykes	D2	Jan. 20	
Willie S. Groves	D8	Jan. 24	
Bernard L. Cone	D7	Jan. 24	
Jerry L. Sanders	D1	Jan. 28	
Leland E. Mace	D8	Jan. 29	

January Retirements

Name	Location	Years of Service
Paul Gilleen	D10	18
Maurice Craig	D1	26
Michael Logan	D1	33
Eben Estes	D1	25
Charles Maddox	D1	32
James DeFreece	D1	12
Carl Carder	D1	27
Joseph Ostermann	D2	26
Bobby Fallaw	D2	34
Jeffery Burgard	D4	34
Jimmie McBee	D4	11
Gary Wulff	D4	31
Robert Russell	D5	22
Ronald Miller	D5	24
Rocky Campbell	D5	18
Richard Huff	D5	33
William Arney	D6	31
Jerald Williams	D7	29
Kerry Banwart	D7	25
Russell Hogan	D7	27
Catherine Bullinger	D8	26
Douglas Boze	D9	35
John Green	D9	27
Curtis Richter	D9	25
Mark Simpson	D9	34
Margaret Burns	CO	18
Lois Fairchild	CO	20
Loran Walton	CO	32
Veronica Kemna	CO	18





Central Office

## MoDOT Employees Featured in FHWA Webinar

The Federal Highways Administration recently hosted a webinar featuring two MoDOT employees as speakers.

Stuart Harlan, senior information systems technologist in Transportation Planning, and Matt Hiebert, web manager for Community Relations, spoke to 35 participants about the nuts and bolts behind the Traveler Information Map.

For more than an hour, members of various departments of transportation and other government agencies picked MoDOT's brain to find better ways to serve their own citizens.

Hiebert addressed the origins of the online map, discussing marketing and public acceptance, while Harlan took on the technical questions, fielding inquiries that ranged from how information is collected to how the map is displayed.

"It's always rewarding to help out our counterparts across the country," Hiebert said. "I was glad Stuart was there to take on some of the tougher questions."

The webinar was the first of its kind for MoDOT. Harlan said the nature of the questions was rather enlightening.

"We're a national leader in this kind of technology," Harlan said. "While it's tough to be out front on some of these issues, it's great to help out agencies that are going through the same challenges we've already overcome."

The webinar featured online interactive demonstrations of the map and its features. Participants could send questions through a chat feature. Both Harlan and Hiebert said they're looking forward to participating in similar events in the future.

## Get Ready for the Little Rock Express!



Thanks to the many votes and support from Missourians, Missouri won Union Pacific's Great Excursion Adventure! Union Pacific will now bring their legendary steam locomotive through the state, traveling to more than 60 stops in Missouri. The steam train brings out thousands of rail fans and kids of all ages to see a living piece of American history.

After participants voted online more than 178,000 times in the final round, the winning route was the Little Rock Express. It edged the Tuscola Turn by 3,042 votes to win.

The actual dates of the excursion are not yet determined, but MoDOT will help to get the word out to Missourians that want to visit at one of the stops. Find more information at [www.upexcursion.com](http://www.upexcursion.com).

### for more info

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## Number of Missouri River Runner Riders Continues to Rise

More and more Missourians are choosing to travel by train. Ridership on Amtrak's Missouri River Runner trains has grown every month, except for May, since October 2009. In January, that pattern continued with a 13.3 percent increase in passengers compared to the same period last year.

Amtrak trains have been supported by the state financially since 1979. Growth in ridership increases ticket revenues and helps keep the state's costs for the service down.

In addition, Missouri has received \$37 million to date from the Federal Railroad Administration to remove



Cathy Morrison

"The number of passengers on the Missouri River Runner continues to grow because the service has become consistently reliable. It has also proved to be a dependable transportation option this winter, especially during the historic snow storm," said Rod Massman, MoDOT rail administrator.

"Now with gas prices hovering around \$3 a gallon, and possibly climbing higher this summer, the train will continue to be an important option for travelers."



Cathy Morrison

One factor that continues to help Missouri River Runner trains draw customers is its on-time performance, which was at 90 percent in January. The Missouri service also attained a 92 percent customer satisfaction rate in December, the fourth best out of 27 Amtrak state-supported and other short distance routes.

in Sedalia are nearly complete and Hermann is in the final planning stages for a new station. Altogether, these projects will add capacity and build an even better and more reliable passenger train service across Missouri.



Shaun Scmitz



# D1

## Northwest

### Snow!

by M. Elaine Justus



Travis Burns

Maryville Maintenance Supervisor Travis Burns took this amazing shot of our snowblower being used to clear U.S. 71 between Lamar and Joplin in District 7 during the recent snow event.

Although the Northwest District missed the worst part of the February snow event, we still received a significant amount of snowfall. It was long hours (and days) of grueling work, but our crews were still able to provide us with a few telling photographs. As they say, "A picture is worth a thousand words."



Charlie Roach

Route A in Nodaway County.



Rick Kemerling

Road? What road? Maintenance Superintendent Rick Kemerling took this photograph on Route O in Atchison County.



Rick Kemerling

Route AA in Atchison County eight miles south of the Iowa State Line.

### Safe & Sound Begins for 2011

by M. Elaine Justus



M. Elaine Justus

**6** Northwest Regional Field Engineer Troy Slagle and Community Relations Manager M. Elaine Justus met with major stakeholders in Gentry County on Feb. 7 in Albany.

As Northwest Missouri begins the largest bridge program in our history, things started heating up in February. Only three counties remain to be contacted through stakeholder meetings, and we were able to do two of them in the first two weeks (Gentry and Atchison Counties). The third county (Holt) was held on for Feb. 28.



M. Elaine Justus

Troy and Elaine also met with major stakeholders in Atchison County on Feb. 8 in Rock Port.

The turnout was not very large for the Gentry County Meeting held on Feb. 7, but that was because the stakeholders had already been alerted to the program during a different public meeting in 2010. The Atchison County stakeholder meeting was a different story. Almost every stakeholder category had a representative present to gather information and ask questions.

### for more info

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E-mail

Elaine Justus  
816.387.2353  
margaret.justus@modot.mo.gov

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St. Joseph, MO 64506-1399

### Better Than Hallmark

by M. Elaine Justus

Construction Project Office Assistant Lana Allen went out to pick up the morning issue of the St. Joseph News-Press during February's heaviest snow. She was surprised to notice something scribbled on the protective plastic

wrapping. When she got back to the office and removed it, she was able to finally read the note from her grateful newspaper carrier. Since it's obviously meant for all of us, we thought we'd share it.



Lana Allen



Lana Allen



# D2

## North Central

### Who Says You Need Practice to Make Perfect?

We've always heard, "practice makes perfect", but in this case perfection came on the very first shot.

District Bridge Engineer Scott Stephens recently learned that a process



A team effort makes an award-winning project.

used for the first time in the district last year had received an award of excellence.

Last summer Stephens and Regional Maintenance Supervisor Scott Thompson led a team comprised of several work units to repair a bridge deck using a LowP quick setting concrete and hydrodemolition. The hydrodemolition process was the only part of the project to be contracted, all the other work was



Glad that everything went smoothly, the LowP team gathers for a photo to celebrate completing the unique project.

accomplished with district forces. The 2010 Award of Excellence was given to a repair project in the transportation category by the Great Plains Chapter of International Concrete Repair Institute, which includes Missouri, Kansas, Iowa and Nebraska.

Rapid Set company submitted the nomination for the award stating, "The project was selected based on many different aspects, but most importantly the use of in-house personnel and cost savings."

Stephens said he is very proud of the project and of the award. "Although the entire construction went smoothly, it took extensive planning, hard work and massive determination. Everyone involved should be especially commended for their effort." He also said the district is sure to use this process again.

Assisting with the project were: Scott Thompson's bridge crew, Kent Bohon's maintenance crew, Mike Ewigman's concrete crew and Jon Kerns' building and grounds crew.

### Environmentally Friendly In Just One Year

When environmental surveys of maintenance facilities statewide showed a need for improvement in MoDOT's going green efforts, District Two jumped into action. Employees from various work units came together as one team to tackle recommended improvements

crews employees, area engineers, maintenance superintendents, maintenance supervisors and crews made significant changes to these lots that will help protect our environment.

"Nearly every department contributed to these projects in one form or an-



Newly installed concrete bollards protect fuel storage islands.

to several areas on our maintenance lots. The district was committed to the task and completed all of the recommendations based on a three-year plan in only one year.

Leading the charge were General Services Manager Joey Hinton and Safety and Health Manager Shari Dye. Accomplishing the work in break neck speed took a "can do" attitude by many employees. Along with Hinton, Dye and their staff, design and special

other," said Hinton. "It's simply amazing what can be accomplished when everyone pulls together to achieve a common goal."

#### Salt

- Sources of any salt seepage were identified and corrected.
- Ground areas affected by salt seepage were dug up and replaced with clean dirt, then reseeded and mulched to establish grass.
- Salt domes or tents in every county have plenty of storage capacity, so

no salt will be stored outside.

- Inside salt storage eliminates the need for salt ponds, so all were closed.
- Fabric doors to keep weather out were installed on old salt bays so these buildings can be used to store salt/sand mix and avoid salt runoff.

#### Wash Water

- Indoor truck wash facilities eliminates the possibility of runoff.

#### Storm Water

- To combat runoff so sediment does not leave our lots, grassy buffers along facility property lines have been established and rock check dams and gabion baskets built to help slow water and catch sediment.

#### Second Containment for Salt Brine

- Concrete containment and storage tanks hold all salt brine. These storage units are replaced regularly.

#### Fencing

- Installed fencing around asphalt containment areas.

- Concrete bollards around fuel islands protect petroleum products and keep vehicles from damaging fuel storage areas.

#### Hazardous Waste Disposal

- With the assistance of headquarters environmental staff, excess and outdated materials such as old paint and solvents were properly disposed.

#### Drainage

- Floor drains and truck washes in all facilities are now connected to oil/water separators.

#### Spill Prevention Control Countermeasures

- All SPCC plans were reviewed and updated by area engineers.
- Employees were trained during spill drills to ensure everyone has the knowledge and resources to properly handle any accidental release.

#### Bulk Storage

- Bulk oil storage upgraded and placed in containment.



Above, employees practice running through spill drills. Below, salt brine containment and storage.



"We not only focused on the recommendations from the environmental staff", said Dye. "We also took additional steps to ensure compliance with DNR and EPA regulations."

Dye also said the job doesn't stop here. "We have to work every day to keep our lots in good condition, contain potential spills, manage our resources and control storm water runoff. The steps already taken have gotten us off on the right foot to make the district a good steward of the environment."

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# D3

## Northeast

### Go Go Snowzilla!

While most people in northeast Missouri “hunkered down,” MoDOT crews geared up for an action-packed week during the Blizzard of 2011. And they weren’t disappointed. A 30+ year veteran of snow storms, Maintenance Superintendent Rick Ellison said he had never seen anything like this before. Visibility was nil that fateful Tuesday. The wind was strong and biting, as it forced plowed snow back across the center lines.

Clearing the roads, for a while, seemed hopeless. The words “give up” may have

crossed many employees’ thoughts, yet they weren’t spoken. The spirit of dedication, perseverance and commitment prevailed, and motorists were once again safely traveling Missouri roads the following day.

The Northeast District proactively contacted media with on-air reports of road conditions throughout the event. The emergency operations center smelled of soup, pizza, chocolate and computers. Frequent conference calls with our maintenance operation’s team helped

*\* This call was from the Mexico area... “I can’t say enough about the wonderful job you all have done. Compliments go to ALL of our crews for their PHENOMENAL work on clearing the roads. I expected it to be at least a week or so before the roads were cleared, but the roads look like summertime already.*

*\* A good word for your workers at the Center shed..I called there this morning to find out if two blacktop routes had been gone over by snowplows, and the nicest, most courteous young gentleman answered my questions most politely. Was very helpful in finding out if I would think I could make it*

*to the major highway 19. As I personally work for another state agency, understand you do not always hear the good news of the state workers’ deeds. Was very impressed with the phone conversation this morning.*

*\* In light of the I-70 situation, I wasn’t expecting they’d make it down Hwy TT until at least tomorrow. What a surprise to see them about 1/2 hour ago. It certainly eases the mind to know that emergency vehicles could get here if needed and that staff can get to work. Thanks for a great job under very difficult circumstances.*

#### Thank You

“Our hats go off to the MoDOT One Team who helped all over Missouri battle the Blizzard of 2011.”

Paula A. Gough, District Engineer

keep everyone charged. With the aid of other districts, like the snow blower and staff from District 1, and contractors in the area, the roads were cleared and the epic storm went down in history.



(Above right - top to bottom) After removing snow for four days and nights on state highways, Northeast District crews helped Newark, Knox City, Lewis County and Scotland County get some more of their roads open.

The beautiful sunrise the day after the blizzard makes it hard to believe the conditions the day before, as shown in the bottom picture on I-70 near Williamsburg.

The Northeast District used v-plows to barrel through 20”+ of snow.

Melanie Mayes, a crew worker in Williamsburg, took this picture on I-70 in the height of the storm.

### A First-Time Participant Wins!

Getting involved takes a champion, someone with passion, or at least cool incentives! Wright City High School was one of 12 who participated in the Battle of the Belt statewide competition, and this was their first time. Abby Jackson, a guidance counselor, partnered with their Students Against Drunk Driving group to incorporate the program at the school, and her enthusiasm paid off as her school received a bronze banner for their 91.7 percent seat belt usage. Like others, Jackson hopes the program makes a difference, and if by participating, the students can learn the benefits of buckling up and

the habit saves one life, it will be worth it. Congratulations to all our schools in northeast Missouri who participated!



Wright City High School participated for the first time in the Battle of the Belt seat belt usage competition and received a bronze banner and \$100 from the Northeast Regional Blueprint Committee.

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### Snow and More Snow...

The snow blower helped remove the massive amounts of snow from the roads and shoulders.



The tunnel in Scotland County, pictured left, was so named because of the 20-foot-high drifts and piles of snow on either side of one of the roads.



The primary focus was to open all roads; then crews began the task of opening them to two lanes.





# D4

## Kansas City Area

### kclCON Project Receives National Recognition

MoDOT, HNTB Honored by ACEC for Engineering Excellence

by Jennifer Benefield

MoDOT's kclCON Project has earned a National Recognition Award in the American Council of Engineering Companies 2011 Engineering Excellence Awards competition for exceptional achievement in engineering.

The project was nominated by HNTB Corporation for its consulting role and received ACEC/Missouri's top

award Feb. 5 – the Grand Conceptor – before advancing to the national awards competition. The National Recognition Award will be presented April 1 in Washington, D.C.

"Based on a best-value approach, this new process has resulted in a safer corridor with an iconic river crossing for millions of dollars less than the originally estimated cost," said kclCON Project Director Brian Kidwell. "We thank HNTB for its program management support as we navigated our way through a new design-build procurement process." HNTB Senior Project Manager Rachel Lunceford said she'll always look back to her involvement on the kclCON Project with pride throughout her career. "This project was challenging and fast-paced and resulted in a landmark bridge that will change the city skyline for generations," said



MoDOT Bridge Engineer Tom Skinner (left), HNTB Corporation Kansas City Office Leader Jerry Mugg (center) and kclCON Project Director Brian Kidwell (right) were presented the American Civil Engineering Companies 2011 Engineering Excellence Grand Conceptor Award Feb. 5, 2011, during its winter awards banquet in Kansas City, Mo. ACEC/Missouri's top award recognizes HNTB's program management support during the implementation of MoDOT's new design-build procurement process. Based on a best-value approach, this new process has resulted in a safer interstate corridor with an iconic river crossing for millions of dollars less than the originally estimated cost.

Lunceford. "MoDOT really pushed the limits on almost every aspect of project delivery. And because of this, they got a cost efficient world-class facility."

The \$245 million kclCON project reconstructed 4.7 miles of Interstate 29/35 from just north of Route 210/Armour Road in North Kansas City into the northeast corner of the downtown Kansas City, Mo. freeway loop. The

project included improving six outdated interchanges and the construction of the Christopher S. Bond Bridge – a new landmark, cable-stay Missouri River bridge. Major construction was completed on budget and six months ahead of schedule.

### A Sign of History

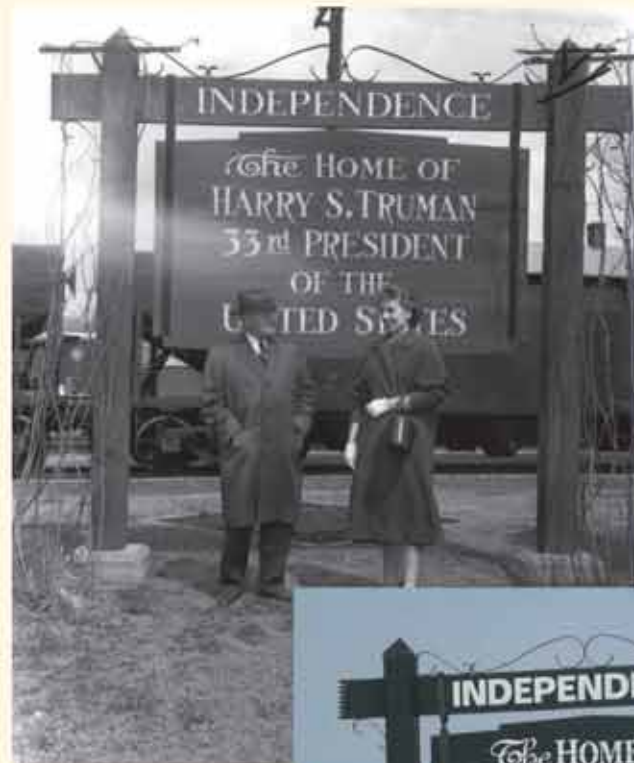
The "new" 1945 sign

Recently, the Truman Train Depot in Independence received improvements on a little bit of history. A welcome sign for visitors to Independence has been restored. Originally erected in 1945 by the Independence Chamber of Commerce, the sign was placed in honor of President Harry S. Truman. This restored version is the original 1945 sign, with new paint and letters. It has been recast in cement to ensure it withstands another 60 years.

More enhancements are in the future for this historic location. Thanks to enhancement funds from MoDOT's Multimodal Division, the Depot will

complete some additional beautification projects. These funds will help with upkeep of the original, historic building while preserving the integrity and history.

The intent for these beautification projects is to increase ridership among the railways across Missouri, create a pleasant experience for those traveling and visiting communities across the state, and stimulate economic development throughout the area. As Harry S. Truman so eloquently said, "The buck stops here!" And preserving a little piece of Independence history is a good place for the "buck" to go.



Sammie Feiback photo, Courtesy Harry S. Truman Library and Museum

Above, President Truman stands in front of the original sign in 1957. To the right, the newly restored sign stands near the historic Truman Depot.



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# D5

## Central

# MoDOT vs. Mother Nature: Battling the Blizzard

by Holly Dentner

The winter storm that hit Missouri on Feb. 1, 2011 was considered by many Central District employees to be one of the worst they had ever experienced. It was the first time in recent memory that the National Weather Service issued a blizzard warning for the state, and the first time ever that MoDOT closed Interstate 70 from Kansas City to St. Louis.

When it was all over, Central Missouri had official snowfall amounts that ranged from 21 inches in Camdenton to 12 in Hermann. Fortunately, most motorists stayed off the highways and safe at home, meaning MoDOT crews



A view of I-70 from the inside of a motorgrader on Feb. 1, plowing through about 18 inches of snow.

Kenneth Strube

could focus on clearing state routes as fast as possible.

Central District crews did an outstanding job dealing with the storm. At first they targeted their efforts on mid-Missouri's busiest routes, which were vastly improved less than a day after the snow stopped. The minor routes came next, and crews even helped some county crews plow on the Saturday following the storm at Gov. Nixon's request.

Outside of plowing snow, one of the most important ongoing efforts during the blizzard was communication, both internally and externally.

The Central District maintained a fully-operational, fully-staffed emergency operations center for 112 continuous hours during the blizzard.



Kristin Gerber

Senior Customer Service Representative Charlett Scott checks road conditions on the monitor in the district's emergency operations center.

## Farmer Helps MoDOT Crew Get to Work

MoDOT maintenance employees frequently come to the assistance of motorists, not just during snow storms, but all year round. The roles were reversed during this storm for two employees from the Boonville maintenance building.

Senior Maintenance Workers Eric Denton and Joe Lee Vollmer were trying to make it to the maintenance building Tuesday evening to start their shift. Both were in their personal vehicles, traveling on Route 135. The snow was already deep and still coming down in Cooper County when both got stuck.

Maintenance Superintendent Kerry Thompson got the call to head out and

try to bring the guys into work. In the meantime, a local farmer, who was out with his tractor to help another neighbor, stopped and helped both employees get their vehicles out of the snow drifts.

"They were within a half mile or so of each other, and this guy used his tractor to get their vehicles to a nearby parking lot," said Thompson. "He also broke tracks through the snow, making it possible for me to get to them."

Thompson said this storm is the worst he's ever seen. He doesn't know if the farmer knew he was helping MoDOT employees, but he's glad he did and thankful for the help.

In addition to fielding calls over the radio from maintenance crews, the emergency operations center kept the Traveler Information Map updated with the most current road conditions.

Employees also answered thousands of phone calls from the public, with the final tally of calls received at just over 6,200 between Feb. 1 and 2.

The Central District also had a major media presence during the storm. Starting in the very early



NASCAR driver and Columbia native Carl Edwards just happened to pass the KOMU television studio where a reporter was giving a live update on the storm. Edwards told viewers that the roads were too snow-covered to drive on, even for a professional driver like him.

morning hours on Feb. 1, we totalled 38 interviews with local radio and television stations in two days.

## Technicians Keep Equipment Running During Storm

by Holly Dentner

When so much snow falls so fast, it is critical that every available piece of equipment is operating as it should.

MoDOT's equipment technicians make sure every truck, motorgrader, and loader in the district fleet can do its job through winter weather, and the February blizzard perfectly illustrated this.

Most of the crew will tell you that no matter how many inches of snow, the work mostly stays the same.

"We did spend some time trying to keep the trucks from getting stuck in snow drifts on the lot," said Lonnie Cooper, a senior equipment technician for the Moniteau county area. "We also had brakes freezing up and wiper blade problems, but nothing major."

Travis Otto, an intermediate equipment technician at the Jefferson City maintenance building, reported a similar experience.

"We had the usual work to deal with when it snows, but everybody did a

great job," said Otto. "The worst part was how hard it was to see to drive."

Like many employees, Otto and Cooper worked long hours during the storm and spent the night on the job, getting some sleep when they could.

Equipment technicians at the main garage in Jefferson City faced their own challenges during the blizzard, including finding a way to get a motorgrader with a bad engine back out on the roads. Another motorgrader was available, but it had a bad clutch and no wingplow to push snow.

"Switching out a wingplow to another vehicle is complicated because of the hydraulics involved," said Intermediate Equipment Technician James Duncan. "We decided it would be faster to swap the engines instead."

The garage crew pulled out the bad engine, replaced it with the good one, and as soon as they were finished the motorgrader was sent back out to clear state routes.

The equipment technicians and other general services employees were also on hand throughout the storm to make sure maintenance had the supplies, parts, and materials they needed.

Late Tuesday night, while the snow was still falling, they even made a delivery of two trucks needed in the field.

"Overall, technicians and supervisors did a fantastic job keeping on top of the minor repairs so they didn't turn into something major," said General Service Manager Coleen Welter.



Holly Dentner

Intermediate Equipment Technician James Duncan tries to salvage what he can from the busted motorgrader engine.

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# D6

St. Louis Area

## What does a MoDOT Team Effort look like?

by Ed Hassinger

It is hard to write down what a TOTAL TEAM EFFORT looks like, but I know it when I see it. During the big ice and snow storm in early February, I have seen it. Good planning and the ability to adapt are needed, but great committed people make it happen. Those of you who battled the storm did a great job and our snow leadership team was right on.

- Customer Service was fielding record numbers of calls and e-mails.
- Our Transportation Management Center, Community Relations and Motorist Assist were keeping things moving and warning motorists to stay home, and they listened to us.
- Our departments that were not directly in the fight helped get the district office and project offices closed



The TowPLOW serves as two trucks plowing the highways and was utilized in many parts of the state.

Let me share with you some of the stuff you might not think of:

- Our District 10 partners showed up with a couple of fully equipped crews to help us.
- On every call, it seemed that our mechanics had everything running.
- Our Business and Benefits team were meeting all of our supply, food and lodging needs at the command center.

to keep as many of our employees off the roads as possible.

I know I may have missed some things that happened throughout the snow event; however, I have gotten the opportunity to thank some of you personally. With this note, **I want to thank all of district 6 for your part in the big ice and snow effort. What a great team!**



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## MoDOT's City of St. Louis Team Lends A Hand To Help

by Larry Doelling

MoDOT's City of St. Louis maintenance team recently had an unusual request from the United States Geological Survey to provide traffic control on the historic Eads Bridge located in downtown St. Louis. With the river levels low and anticipating spring flooding, the USGS had an emergency request to install a water flow meter on the Eads Bridge.

the task and lent a hand to help one of our primary partners.

Shreve provided the signs, arrow boards and channelizers, so the crane (which took up two of the four lanes) could lift the meter into position. The USGS was very appreciative for the traffic control on such short notice.

I am very pleased with our St. Louis



MoDOT helps the City of St. Louis with its resources to provide traffic control on the Eads Bridge.

This bridge is owned and maintained by the City of St. Louis. However, they were unable to provide traffic control for the USGS. Therefore, the Shreve maintenance building was called on for

area team, especially the Shreve maintenance building, for having a great attitude with helping our partners in the metropolitan area. We are the prime example of teamwork.

## I-64 Landscape Sponsor Program Adds New Sponsor

by Linda Wilson

The New Interstate 64 project included planting 3,400 trees, 6,200 shrubs and acres of new grass. Last year, in an effort to ensure the successful growth and care of these new plants, MoDOT developed a new landscape sponsor program for the new stretch of I-64 in St. Louis City and County. The program's newest sponsor is Luxco, a St. Louis founded, owned and operated producer and marketer of beverage alcohol products.

Luxco is sponsoring the southwest corner of the I-64 and Lindbergh interchange. Their recognition sign was installed in mid-February.

"We are looking to the business community to help take care of the landscape investment we have made along I-64," said MoDOT District Engineer Ed Hassinger. "The new interchanges have been planted and if kept up they will serve as a welcoming front door to these communities. The sponsorship program allows businesses to invest in their front door, maintain the landscaping and be recognized for their efforts on a sponsorship sign."

Luxco is the sixth sponsor in the program. Several more companies are currently in the process of agreements for their sponsorship locations. The other five existing sponsors include: BJC/St. Louis Children's Hospital/Washington University Medical Center at the Kingshighway interchange, City of St. Louis Parks Department at the Hampton interchange, SSM St. Mary's Health Center at the Big Bend interchange, The Brickman Group at one of the I-170 ramps and Clean Tech at the McKnight interchange.

Space is available for interested companies at all the I-64 interchanges between Spoele Road and Kingshighway Blvd. MoDOT has contracted with an administering company, Adopt-A-Highway Litter Removal Service of America, Inc. With a maintenance fee, the company contracts local landscapers to mow and take care of the plants. For more information on how to participate in the program, call Melinda Centner at 1-800-291-2542 or visit [www.Adoptahighway.net](http://www.Adoptahighway.net).



## A photograph of a winter landscape. The foreground is a snow-covered field with some bare, snow-dusted bushes. In the middle ground, there's a line of bare trees and a small, dark structure, possibly a shed or barn. The background shows a dense forest of trees. The sun is low on the horizon, creating a bright lens flare that streaks across the sky. The sky is filled with soft, white clouds. The overall color palette is dominated by whites, greys, and the warm tones of the sunset.

Art Meppen

Eryan Ozbun

## Connections



# D8

## Springfield Area

### Big Snows, High Winds, Low Temps: Yet Road-Clearing Crews Prevail

by Angela Eden

Extreme weather for Missouri in early February presented extreme challenges for District 8 snow-clearing crews, but employees won praise for rising to the challenges over a hectic 10-day period.

A blizzard – and it was classified as such by the National Weather Service – hit Feb. 1. The storm, with wind speeds that reached 40 mph, dumped up to three inches of sleet and 15 to 20 inches of snow in some areas of the district, especially north of Springfield. Then for several days temperatures dropped to below zero degrees at night and rose only into the teens or low 20s during the day.

On Feb. 4, a forecast for a trace of snow turned into an additional 4 inches to 5 inches of accumulation. And up to 8 inches of snow, with highest amounts in the south, piled up on Feb. 8.

“It was difficult to get ahead and stay ahead,” said District Maintenance Engineer Dave O’Connor. Yet overall, “We did well.”

Some customers complained, but most emails, phone calls and Facebook messages from the public praised maintenance crews for their road-clearing work. Typical of the comments was Walt Rose’s note on Facebook: “Thanks to all you folks for working as hard as you do. We don’t always tell you how much you’re appreciated ...”



**Bolivar Senior Maintenance Worker Charles Polodna, running grader, works with plow operator Senior Maintenance Worker Jimmy Simpson, dispatched from the Drury shop in the southeast area, to open Polk County Route KK near Pleasant Hope covered by 20 inches of snow and sleet.**

The Feb. 1 blizzard made it difficult for plow operators to see where the road was, Buffalo-Bolivar area Maintenance Superintendent Johnny Mathews said.

“We thought very hard about taking crews off the road,” he said. “There were near white-out conditions.”

For the first time in many years a “blizzard warning” was issued by the National Weather Service. To be designated as a blizzard, a snowstorm must last for three hours or more, contain wind speeds exceeding 35 mph and have

visibility reduced to a quarter mile or less.

Crews spent much of the early part of the storm – with snow building up at 2 inches an hour – just trying to keep major routes open. Sleet

and snow got packed and frozen down. In the next few days, snow-plowing reinforcements from the south and east went to areas in the north and west, mainly to open lesser-traveled roads wide enough for two vehicles to pass.

District mechanics were vital to the snow-clearing efforts, Mathews said. On the job day and night, mechanics replaced broken air and hydraulic lines, fixed flat tires and made other repairs to get trucks quickly back on the road.

“The long hours wore everyone out. But everyone hung in there and worked together,” Mathews said.

Many employees had never experienced working under such severe winter conditions – a combination of deep snow, blowing snow, snowpack and poor visibility – and now they know more what to expect, OzarkBranson area Maintenance Superintendent Steve Dunn said.

Still, Dunn said, “Guys did a fantastic job.”

**“Talkin’ Transportation”  
Call-In Radio Show**

**KWTO 560 AM, Springfield**

**10-10:50 a.m. Wednesdays**

**[radiospringfield.com](http://radiospringfield.com)**

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Bob Edwards

### D8 at Work

1. Nebo Senior Maintenance Workers George Lane, left, and Don Weber fill potholes on Laclede County Route B south of Lebanon. They were among many crews filling potholes following the early February snowstorms.
2. Discussing 2011 bridge closings and detours at a Safe & Sound Bridge Improvement public meeting in Ava are, from left, Ava Maintenance Supervisor Jeff Robertson, Project Manager Chad Zickefoose and Ava School Superintendent Brian Wilson. Six bridges will be replaced in Douglas County.
3. Working to produce a manual and training materials for MoDOT’s new time reporting system under development are, from left, Senior Financial Services Specialist Deborah Stuart, Senior Information Systems Technologist Marc Lewis and District 7 Senior Financial Services Specialist Todd Tyler.
4. Signal Electricians Justin Owens, left, and Jeff Phipps prepare batteries to install in a controller cabinet for the traffic signals at Routes 65-86 at Ridge-dale. For improved safety, battery backup systems have been installed at eight intersections on high-speed roads to immediately begin operating the signals in case of a power outage. Other signals with battery backup added recently are: Routes 65-265 in Hollister; Routes 13-O, north of Springfield; Routes 60-C/K in Seymour; Route 60-125 and Route 60-Bus. 60 West, both in Rogersville; Route 60-M/MM in Republic; and Route 160/13-CC in Nixa. Also: Kansas Expressway (Route 13)-I-44 Diverging Diamond Interchange.



# D9

## South Central

### D9 Mobilizes and Partners to Battle Jack Frost

The significant winter storm and major ice events that hit Missouri last month provided the South Central District with an opportunity to further refine and improve its winter response efforts.

In preparation of the historic storm that hit Missouri in early February, District 9 shifted personnel within the district before the storm hit. According to District Maintenance Engineer, Chris Rutledge, this was the first time that D9 has mobilized crews overnight within the district. "We shifted personnel and equipment from the southern portion of the district, which received less than two inches of snow, to the northern portion of the district, which received up to four inches of ice, with an additional four inches of snow. This distribution of resources and staff allowed us to provide a quicker response time, and

get the roads passable more quickly," said Rutledge.

Eleven trucks, one grader, and 15 employees were sent north. This mobilization of staff and personnel worked well overall. "This event was a success because of the commitment and hard work of our employees. We have much to learn from this, and have much to be proud of," said Rutledge.

One of the lessons the district learned was to develop a better plan for handling meals, lodging and transportation for shifted personnel. Many

local businesses were closed, which added to the challenge of feeding and housing relocated staff.

graders and 11 employees were sent to neighboring districts to aid cleanup efforts. The District 9 Emergency Operations Center also handled the winter event challenges well, handling over 940 calls in a 24-hour period.



District 9 also partnered to help its neighbors. The South Central District sent trucks, graders and personnel to Camdenton, Montreal, Iberia, Lebanon, and Mountain Grove. In total, nine trucks, two

#### D9 Prepares Communities for Head-to-Head Traffic on I-44

The South Central District is preparing communities along Interstate 44 for head-to-head traffic this spring. A project to rehabilitate approximately 9 miles of pavement on the westbound lanes of I-44 near Waynesville in Pulaski County, and replace the bridge deck and steel girders on the Gasconade River Bridge in Laclede County is expected to start on April 1.

The project will be split into two, shorter stages to reduce the impact to motorists. In addition, several ramps in the Saint Robert/Waynesville area will be closed to minimize local traffic on the interstate.



Representatives from the district have been speaking to local groups about the projects for months and

have created a website [www.modot.mo.gov/southcentral/I-44/construction.htm](http://www.modot.mo.gov/southcentral/I-44/construction.htm) to keep motorists apprised of changes.

14

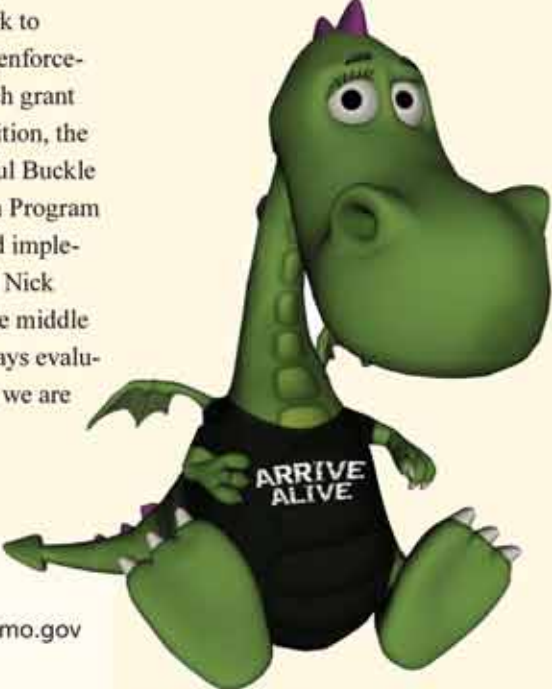
### District 9 Fatalities Reduced by 20 Percent

Fatalities were down in South Central Missouri by more than 20 percent, and disabling injuries decreased by 19 percent in 2010. South Central Regional Coalition Coordinator Kelly Martin, attributes these decreases to a comprehensive strategy. "I believe the continued declines of fatalities and disabling injuries in the South Central Region is due to the hard work of volunteers throughout the region. We work hard to target all four "essential E's": education,

enforcement, engineering and emergency medical services," said Martin.

The district continued its work to educate the public about law enforcement and community outreach grant opportunities in 2010. In addition, the region continued its successful Buckle Buddy Elementary Education Program on child passenger safety, and implemented a new Middle School Nick Education Program to educate middle school children. "We are always evaluating our programs to ensure we are

educating as many people as possible about road safety," said Martin.



Buckle Buddy

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# D10

## Southeast

### Prestressing for MoDOT's Bridges

Typically, using the word "stress" to describe part of your job isn't positive. But for Senior Materials Inspector Shannon Inman it's to be expected.

*Prestressing* is a vital part of his job at County Materials in Bonne Terre.



Tune into MoDOT Southeast on YouTube to watch Senior Materials Inspector Shannon Inman discuss and demonstrate the benefits of prestressed concrete. Video is available at <http://youtube.com/TPI13dq8RR0>

Basically, prestressing involves embedding cables under tension in concrete to add both strength and flexibility. Inman works in the plant to ensure that deck panels and beams are properly prestressed for use on MoDOT's bridges.

"Concrete is extremely strong when in compression," said Inman. "However, without prestressing, the concrete

beams and panels would break and cause the bridge to fail."

The process is very detail-oriented, with the number and configuration of cables varying from bridge to bridge. Additionally, each cable must be accurately tensioned within the concrete to hold the correct load.

Inman explains that we all experience the effects of prestressing as we drive along the roadway.

"Have you ever stopped your car on a bridge, and felt the bridge flex up and down as other cars passed by," he asked. "Prestressing allows the bridge to flex and transfer the weight back to the load bearing area of a bridge."

Besides being prestressed, deck panels and beams are also constructed of a special mix of concrete and cured using live steam. The live steam reaches 130 to 140 degrees and speeds the curing process. Within 18 hours, deck panels and beams reach the strength of approximately 7,000 to 8,000 psi and are ready for use.



A worker at County Materials in Bonne Terre cuts the cables in the deck panels once the concrete has cured. The cables compress the concrete, adding strength and flexibility. Each deck panel is configured with 21 cables. County Materials produces 15 to 20 deck panels daily.

#### for more info

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### Crews Aid in the Snow Fight

To the relief of MoDOT crews statewide, spring is quickly approaching. This winter, crews had several storms to contend with, but one in particular was of "historic proportions."

Luckily for District 10, the heaviest precipitation did not reach most of Southeast Missouri. However, D10 crews were still ready to aid in the snow fight.

Thirty D10 employees went to work in Districts 3 and 6.

"You all did an outstanding job," said District Engineer Mark Shelton. "I am really proud of you all."

D10 had more employees on standby in case additional help was needed.



"Thank you for being ready to go where needed," said Shelton.

Director Kevin Keith, Missouri Highways and Transportation Commission Chairman Rudy Farber, Northeast District Engineer Paula Gough and St. Louis Area District Engineer Ed Hasinger also expressed their appreciation for D10's willingness to work across district lines.

(left) Day or night, D10 crews are ready to hit the streets to plow the roadways. Crews are also willing to aid other districts and travel to where extra help is needed.

### D10 Gives the Gift of Life

This year's blood drive was such an overwhelming success that willing participants had to be turned away due to a lack of supplies.

"You made it happen," said Lisa Cook, Senior Office Assistant and blood drive coordinator. "You gave someone the gift of life."

Cook wanted to thank all of the participants and those who attempted to donate. The following letter is from the American Red Cross:

*The efforts of the Missouri Department of Transportation have always been greatly appreciated and their support of the community blood program will go a long way toward replenishing blood*

*supplies and ultimately saving lives.*

*In addition, we very much appreciate your efforts during this crucial time. You may be interested to know that 36 people came in to donate and 32 units were collected at your drive.*

*Again, thank you for your contribution and ongoing support of this important community program. I look forward to working with you again on an upcoming blood drive.*

*Sincerely,  
Tara Lincoln  
Donor Recruitment Representative*

### Recent Retiree



After 38 years with MoDOT, Maintenance Superintendent Randy Richardet (center) retired in February. Maintenance Supervisor Clifford Stueve (left) and Maintenance Superintendent Lawrence Schumer (right) also began working with MoDOT in 1973.



## Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Additional copies are available upon request. Suggestions, questions and comments are always welcome.



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### Mission

*Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.*



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## Together Everyone Accomplishes Much

*continued from page 1*

dedication," said Laurel McKean, District 2 transportation project manager and core team leader for the automated fuel project. "Once we started, everyone pitched in, helped one another and the installers, and stayed engaged through the end."

The new automated system is already producing great results, like making it easier and safer to track fuel use, according to Al Stark, St. Louis Motorist Assistance shift supervisor.

"It's a phenomenal system, which makes it a lot easier and safer to track fuel use," Stark said. "With the old system, we had to climb on tanks and stick them every other day. Now, we stick a tank less frequently and meter readings are a lot more accurate. We can follow the flow of the fuel a lot easier now that it is computerized."

The new system also provides greater access to fuel, an important factor for motorist assist drivers who could need it anytime 24/7.

Automation is also doing its job to reduce the workload and time it once took staff to manually enter fuel usage and produce over the counter documents.

"The new system is wonderful and it saves me a lot of time," said Angie

Bolton, senior office assistant at the Warrensburg maintenance facility. "Sometimes people would forget to write down the fuel they got. I would have to spend a lot of time at the end of the month figuring out where a shortage came from. Now everyone has to put their vehicle number and mileage in at the pump and the system automatically charges fuel to that particular vehicle. No more time-consuming guesswork for me."

The project was sponsored by General Services and coordinated by a core team: Laurel McKean, District 2, project manager; Joey Hinton, District 2; Corey Duemmel, District 5; Jackie Traw, District 9; Reva Jones, General Services; and Cathy Propst, Information Systems. The core team managed the entire project from determining what the system should include to the first installations at the District 5 office and Jefferson City maintenance facility on April 1 to the final installations at District 7's Butler maintenance facility and Travel Services in Jefferson City on Jan. 19.

Central Office General Services's staff was instrumental in gaining approval to pursue the project and played a critical role in every aspect of implementation. Working with the core team, General

Services and various other Central Office divisions, personnel from every district and a representative from the Highway Patrol developed a request for proposal that identified a system that met our needs. They also oversaw the procurement process that resulted in the

selection of the contractor, Syn-Tech Systems.

"Using a team approach to determine our needs allowed the organization to get the best system necessary to move forward with automated fuel management," said Central Office General Services Manager Beckie Jackson.

"Bringing in partners from every facet of the department, as well as external users, and allowing them to have a voice in the process played a major role in the success of this project. As a result, we were able to contract with a firm to meet all of our needs."

District teams were identified to facilitate installations at their sites, including Maintenance, General Services/Facilities, Information Systems and Business and Benefits staff. Several Central Of-



**A contractor mounts a wireless communications device so the system can "talk" to the controller.**

fice Information Systems staffers also played an integral role throughout the project from network and application support to software installation.

"Information Systems, as a team, was pleased to work with the other divisions and districts on this project," said Cathy Propst, Central Office Information Systems project manager. "We couldn't have accomplished this project in the time and fashion we did without everyone involved doing their part to ensure a successful outcome."

Once the teams were established, prep work helped prepare sites in advance of installations. As with any new system of this magnitude, there were some challenges. At some sites, electrical upgrades had to be made. At others, there were challenges working with local telecom companies on information technology upgrades. Statewide, the installers quickly found out that MoDOT had multiple types of fuel dispensers, which made the installation of card readers unique at each site.

"We had to make some electrical improvements before the installers came," said Jim Jewsbury, regional maintenance supervisor in Branson. "Now that the new system is in place, it's a lot easier to work with. It's better than anticipated."

In Kansas City, Senior Facility Operations Specialist Mike Roberts reported that, "Installations went great. I couldn't have asked for a better team of people. We didn't have any problems."

As each new system was installed, district teams worked with the contractor and the core team to ensure the project ran smoothly and timely as it moved from district to district. Installations were done one district at a time, averaging two sites per day, Monday through Thursday. Statewide, upgrades were done at 254 sites.

At first, automating our fuel system may have seemed like an impossible task, but the unified effort of team MoDOT got the job done. Good things happen when we work together. That's not a new concept, just one we must continue to embrace like Henry Ford did over a century ago when he said, "Coming together is a beginning. Keeping together is progress. Working together is success."



**Corey Duemmel, District 5, checks on upgrades at the Jefferson City Maintenance facility while a contractor tests a new card reader.**